

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 6:46 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 1281 Const Calendar Day: 854 Date: 06-Oct-2014 Monday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition clear

Working Day ☒ If no, explain:**Diary:**

Dispute

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

The Townsend Test (Test IV) is complete and cleanup is in progress.

In ABF's office, Engineer Kelvin Chen is minimally involved in this sandbag removal operation (handle extra work agreements), with ABF shipping and receiving staff Anthony Garcia and Juan Zapien handling the coordination with Dutra and ABF's operators, ironworkers, and laborers.

Crews at the Pier 7 warehouse are working an 8-hour shift 0700 through 1530. Working on the CCO operation today are Operator Justin Garrett, Ironworker Foreman Obra Paulk, Ironworker Ricky Damboise, Laborer Foreman Ignacio (Nacho) Garcia, and Laborer Carlos (Pedro) Garcia. They work a portion of the day on the sandbag removal operation. They also work a portion of the day on the grating at the previously intentionally plugged DI (per approved SWPPP). The non-CCO 314 operations elsewhere at the Pier 7 warehouse area at other times in the day are not covered by this diary.

In the test rig area, there is a previously intentionally plugged DI (per approved SWPPP). Since the work at the test rigs is complete, with the area only being used for storage of steel test rig pieces, the previously intentionally plugged DI can be restored. Today, this work is performed. The steel plate with sealant material around the perimeter is cleaned – in addition to removing the sealant, all debris needs to be removed from the plate surface so it does not fall into the DI when the plate is pulled. ABF laborers use a shop vacuum, shovel, and scrapper to clean the plate. Then an ironworker and operator use a forklift with a magnet to pull the plate – the plate is an exact fit for the DI opening; is set down several inches from the surface; and there are no edges, holes, or lugs to use to pick the plate, so a magnet is needed to connect to the plate. After the plate is pulled out from the DI opening, the 3 grate pieces previously removed from the DI opening are set back (with forklift) in the opening to sit on the recessed support ledge. However, prior to setting the 3 grate pieces, new filter fabric is placed under the grate pieces. Then, after setting the grate pieces, the filter fabric is cut to the correct size and secured to the grating at the top with tie wire. The operation on the DI starts ~1100 and is completed ~1200.

Last week on Friday, a dump truck full of sand was filled (6 pallets of sandbags) near the end of the shift and this morning it is driven to Dutra's facility in Richmond (Load #1). The driver for the dump truck is Ironworker Ricky Damboise. The empty dump truck returns to the Pier 7 jobsite from Richmond ~0900. ABF fills the dump truck with sand for Load #2. In this second load, 6 pallets of sandbags are put in the dump truck. The method of getting the sand into the dump truck is slightly modified from the method used last week. The extendable forklift is used with the forks to move a pallet to just above the dump truck where the ironworkers and laborers cut the sandbags with the sand dropping into the dump truck. The



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modification from last week's work is that the Hyster 80 forklift is used to raise a trash skip box to the height of the dump truck on the opposite side from where the extendable forklift is working so that the bag covers and shipping plastic can be put in the trash as soon as it is separated from the sand. The process of separating the sand and placing it in the dump truck is repeated for however many pallets of sandbags will fit in the back of the dump truck. The second load leaves the Pier 7 site for Richmond ~0930 and returns empty ~1130. ABF fills the dump truck with sand for Load #3 and it leaves for Richmond before the lunch break (1200 to 1230). In this third load, 5 pallets of sandbags are put in the dump truck. The empty dump truck returns to the Pier 7 jobsite from Richmond ~1345. ABF fills the dump truck with sand for Load #4, but there is not enough time left in the shift (end of shift at 1530) to drive it to Richmond and back, so it will be delivered tomorrow. In this fourth load, 6 pallets of sandbags are put in the dump truck.

By the end of today, the progress on disposing of the sand from the sandbags from the Pier 7 jobsite at Dutra's Richmond facility is as follows:

26 of 85 pallets removed from the site in previous days

6 of 85 pallets loaded Friday and delivered today

11 of 85 pallets loaded today and delivered today

43 of 85 pallets removed from the site (51% complete)

6 of 85 pallets loaded today and will be delivered tomorrow

The number of sandbags per pallet varies – some are not stacked high and others are stacked high.

Two forklifts - extendable forklift (Gradall 544D - ABF ID 002005) and Hyster 80 with ABF ID 002306 - are used. The laborers and ironworkers use 2 Kubota Carts. Other equipment is hand tools. For the work on the DI, a shop vacuum is used along with a generator – a 7kW Whisperwatt 7000 generator with ABF ID 000010 is brought to the test rig area and used for about an hour. There is a rented a 5 CY dump truck from United Rents (truck label says Hertz Equipment Rental).

The agreed extra work with ABF is as follows:

Ironworker Foreman Obra Paulk - 4 hrs

Ironworker Ricky Damboise - 8 hrs

Laborer Foreman Ignacio (Nacho) Garcia - 1 hrs

Laborer Carlos (Pedro) Garcia - 3 hr

Operator Justin Garrett - 4 hrs

Kubota Cart - 3 hrs

Extendable Forklift - 4 hrs

Hyster 80 Forklift - 8 hrs

See the attached Extra Work Order - Signed with ABF for CCO 314 work